

2005 4L60E when used with 5.3L (LH6), 5.3L (LS4), 6.0L (LS2)
in these vehicles: Trailblazer, Envoy, Ascender, Rainier, Saab 9-7, SSR, Grand Prix, Corvette, GTO

TRANSMISSION DIAGNOSTIC PARAMETERS

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| SENSED PARAMETER | FAULT CODE | ACCEPTABLE OPERATING RANGE AND RATIONALITY | PRIMARY MALF DETECTION PARAMETERS | SECONDARY MONITORING PARAMETERS AND CONDITIONS | MONITORING TIME LENGTH AND FREQUENCY OF CHECK | DTC TYPE |
|--------------------------------|--------------|---|--|--|---|----------|
| TCM ROM Test | P0601 | This DTC detects an error in the flash memory containing the program and calibration. | Checksum calculation algorithm of flash memory, fail counter >= 5 counts | Ignition is On | Continuous | A |
| TCM Not programmed | P0602 | This DTC indicates the flash memory has not been programmed. | KbINFD_NoStartCal = TRUE | Ignition is On | Continuous | A |
| 90 Power up copy of NVM to RAM | P0603 | This DTC detects an error in the RAM copy of NVM @ power up | Checksum calculation algorithm of NVM copy | Ignition is On | Continuous | A |
| RAM Test | P0604 | This DTC tests the read/write capability of each RAM location | Read and write each RAM location | Ignition is On | Continuous | A |

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|--|--------------|--|--|---|---|----------|
| Trans Fluid Temp Sensor Circuit Range/ Performance | P0711 | <p>The DTC detects two failure modes of the TFT:</p> <p>1) A sensor that remains at a value. (Stuck Sensor)</p> <p>2) an unrealistically large change in Transmission Temperature.</p> | <p><u>Fail case 1:</u> Trans fluid temp has not changed => 2.0 deg C</p> <p><u>Fail case 2:</u> Trans fluid temp has not changed => 2.0 deg C</p> <p><u>Fail case 3:</u> Trans fluid temp changes => 20 deg C</p> | <p><u>For fail case 1 and 2:</u> Common ignition voltage enable, Common engine speed enable, No Engine Coolant DTC's, No OSS P0722, P0723 DTCs, No ISS P0716, P0717 DTCs, P0711 has not passed this ignition cycle, -40 deg C <= trans fluid temp <= 150 deg C</p> <p><u>Fail case 1:</u> -40 deg C <= trans fluid temp <= +21 C at startup, Engine coolant => 70 deg C, Engine Coolant has changed => 50 deg C since startup, Vehicle speed since startup => 8 KPH for time => 750 seconds (cumulative timer) TCC slip speed => 120 RPM for time => 500 seconds (cumulative timer)</p> <p><u>Fail case 2:</u> +129 deg C <= trans fluid temp <= +150 C at startup, Engine coolant => 70 deg C, Engine Coolant has changed => 50 deg C since startup, Vehicle speed since startup => 8 KPH for time => 750 seconds (cumulative timer) TCC slip speed => 120 RPM for time => 500 seconds (cumulative timer)</p> <p><u>For fail case 3:</u> Common engine speed enable,</p> | <p><u>Fail case 1:</u> Time => 80.0 seconds Continuous</p> <p><u>Fail case 2:</u> Time => 80.0 seconds Continuous</p> <p><u>Fail case 3:</u> delta fail counter >= 14 counts in 7 second time sample</p> | C |

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|---|--------------|--|---|--|---|----------|
| Trans Fluid Temp Sensor Circuit - Low Input (High Temperature) | P0712 | 0 ohms to 134217728 ohms The DTC detects a low resistance in the transmission fluid temperature sensor circuit. | Transmission fluid temperature sensor circuit resistance <= 41.37 ohms | Common ignition voltage enable, Common engine speed enable | 17 seconds | C |
| Trans Fluid Temp. Sensor Circuit - High Input (Low Temperature) | P0713 | 0 ohms to 134217728 ohms The DTC detects a high resistance in the transmission fluid temperature sensor circuit. | Transmission fluid temperature sensor circuit resistance >= 116060.6 ohms | Common ignition voltage enable, Common engine speed enable, Transmission output speed >= 200 RPM for time >= 200 seconds, Transmission torque converter slip >= 120 RPM for time >= 200 seconds, No P0716, P0717, P0722, P0723 DTCs active | 30 seconds | C |
| Output Speed Sensor - Low Input | P0722 | 0 RPM to 8192 RPM This DTC detects a low output speed when the vehicle has a large Input speed in a driving gear range with a high Engine Torque value. | Output Speed <= 50 RPM | Common ignition voltage enable, Comon engine speed enable, PRNDL Range is not Park/Neutral, Power Take Off (PTO) is not active, -40 DegC <= transmission temperature <= 150 DegC, 108 Nm <= Engine Torque <= 882 Nm and toque valid from ECM, Throttle Position => 10%, 1400 <= Input Speed <= 5000 RPM, TCC slip speed >= -5 RPM, No OSS P0722, P0723 DTCs, No ISS P0716, P0717 DTCs, No PSA P1810, P1815, P1816, P1818 DTCs | Fail timer >= 3.5 seconds Continuous | B |
| Output Speed Sensor - Intermittent | P0723 | 0 RPM to 8192 RPM This DTC detects an unrealistic large DROP in Output Shaft speed. | Output Speed DROP => 1000 RPM | Common ignition voltage enable, Comon engine speed enable, PRNDL range change timer >= 6 seconds, 4WD range change timer >= 6 seconds, N0 P0716, P0717, P0974 DTCs Input speed delta < 300 RPM for time >= 2 seconds, Output speed raw >= 900 RPM for time >= 2 seconds, Output speed change <= 250 RPM for time >= 2 seconds | Fail timer >= 3.4 seconds Continuous | B |

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|----------------------|--------------|--|---|--|---|----------|
| TCC System Stuck OFF | P0741 | This DTC detects high torque converter slip when the TCC is commanded ON in 2nd and/or 3rd Gear. | TCC slip speed => 125 RPM Fail counter >= 4 counts | Common ignition voltage enable, Comon engine speed enable, Throttle position => 10 % and throttle valid from ECM, 108 Nm <= enginre torque <= 881 Nm and toque valid from ECM, Transmission fluid tmperature >= 20 DegC, No TCC electrical P1866 or P1867 DTCs, Power Take Off (PTO) is not active, No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No TCC stuck on P0742 DTC, 1.41 <= gear ratio <= 1.56 (2 nd gear) or 0.95 <= gear ratio <= 1.05 (3 rd gear), TCC on or locked, TCC capacity (PWM duty cycle) => 60 % TCC on time => 0.1 second | Fail timer >= 3.0 seconds Continuous | B |
| TCC System Stuck ON | P0742 | This DTC detects low torque converter slip when the TCC is commanded off. | -15 RPM <= TCC slip speed <= 15 RPM Fail counter >= 4 counts | Common ignition voltage enable, Comon engine speed enable, Throttle position => 10 % and throttle valid from ECM, 156 Nm <= enginre torque <= 881 Nm and toque valid from ECM, 10 <= Transmission fluid tmperature <= 130 DegC, Power Take Off (PTO) is not active, No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No TCC electrical P1866 or P1867 DTCs, No TCC stuck off P0741 DTC, 800 RPM <= engine speed <= 4400 RPM, 11 KPH <= vehicle speed <= 121 KPH, 0.95 <= gear ratio <= 1.56 (2 nd , 3 rd gear), commanded gear <> 1st TCC commanded off | Fail timer >= 3 second Continuous | B |

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|---|---------------------|---|---|---|--|----------|
| <p>Shift Solenoid A Performance</p> <p>Normal shift pattern 1234</p> <p>Failure mode shift pattern 2233</p> | <p>P0751</p> | <p>This DTC detects incorrect gear ratios when 1st gear and 4th gear are commanded.</p> | <p>Fail case 1 AND Fail case 2 Are TRUE, increment fail counter</p> <p>P0751 set when fail counter >= 2 counts</p> | <p>Common ignition voltage enable, Comon engine speed enable, Throttle position valid from ECM, Engine torque valid from ECM, No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No P0973, P0974, P0976, P0977 DTCs, No P0742 or P0894 DTCs, 20 DegC <= transmission fluid temperature <= 130 DegC, 150 RPM <= input speed <= 6500 RPM Transmission output speed >= 150 RPM</p> <p>Power Take Off (PTO) is not active, Throttle position => 10%, 108 Nm <= engine torque <= 881 Nm</p> <p><u>Fail case 1:</u> Command gear = 1st 1.44 <= measured gear ratio <= 1.50 (2nd gear)</p> <p><u>Fail case 2:</u> Command gear = 4th 0.98 <= measured gear ratio <= 1.03 (3rd gear)</p> | <p><u>Fail case 1:</u> Fail timer >= 2.0 seconds continuous</p> <p><u>Fail case 2:</u> Fail timer >= 3.75 seconds continuous</p> | <p>B</p> |

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|--|--------------|---|--------------------------------------|--|---|----------|
| Shift Solenoid A Performance Normal shift pattern 1234 Failure mode shift pattern 1144 | P0752 | This DTC detects incorrect gear ratio when 2 nd gear is commanded. | Fail case 3 fail counter >= 5 counts | Common ignition voltage enable, Comon engine speed enable, Throttle position valid from ECM, Engine torque valid from ECM, No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No P0973, P0974, P0976, P0977 DTCs, No P0742 or P0894 DTCs, 20 DegC ≥ transmission fluid temperature < 130 DegC, 150 RPM ≤ input speed ≤ 6500 RPM Transmission output speed ≥ 150 RPM Power Take Off (PTO) is not active, Throttle position => 10%, 108 Nm ≤ engine torque ≤ 881 Nm <u>Fail case 3:</u> Command gear = 2 nd 2.42 ≤ measured gear ratio ≤ 2.52 (1 st gear) | <u>Fail case 3:</u> Fail timer ≥ 2.25 seconds continuous | B |

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|---------------------------------|--------------|---|---|---|---|----------|
| Transmission Component Slipping | P0894 | This DTC detects Slip in the Torque Converter Clutch and/or the Forth gear Clutch Pack with the TCC in an apply or locked mode. | <p><u>Fail case 1:</u> Throttle position => 10%, 100 RPM <= TCC slip speed <= 550 RPM,</p> <p><u>Fail case 2.1:</u> Fail case 1 fail counter > 0 counts, Throttle position => 10%, 100 RPM <= TCC slip speed <= 550 RPM</p> <p><u>Fail case 2.2:</u> Throttle position => 10%, 100 RPM <= TCC slip speed <= 550 RPM</p> <p><u>Fail case 2.3:</u> Throttle position => 10%, 100 RPM <= TCC slip speed <= 550 RPM</p> <p>Set P0894 if fail case 1 complete = TRUE or if fail case 2 complete flag = TRUE</p> | <p>Common engine speed enable, Power Take Off (PTO) is not active, Throttle position valid from ECM, Engine torque valid from ECM, Engine speed valid from ECM,</p> <p>Given 3rd or 4th gear and speed ratio = engine RPM / trans output RPM, then 0.70 <= speed ratio <= 2.25</p> <p>TCC commanded "on" or at "full lock" and TCC capacity (PWM DC) >= 75 % for time >= 5 seconds,</p> <p>20 DegC <= transmission fluid temperature <= 130 DegC,</p> <p>108 Nm <= engine torque <= 881 Nm, 1200 RPM <= engine speed <= 3750 RPM, 48 KPH <= vehicle speed <= 177 KPH,</p> <p>No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No P0973, P0974, P0976, P0977 DTCs, No P0751, P0752, P0756, P0757 DTCs, No P1866 or P1867 DTCs, No P0741 or P0742 DTCs, No P1810, P1815, P1816, or P1818 DTCs,</p> <p>All of the above criteria must be met to run any part of P0894 fail case logic</p> | <p><u>Fail case 1:</u> Fail case 1 fail time >= 10 seconds And TCC cycled from "off" to "on" Then increment fail case 1 fail counter</p> <p>Set fail case 1 complete flag = TRUE if fail case 1 fail counter >= 3 counts</p> <p><u>Fail case 2.1:</u> Fail time >= 10 seconds, Freeze adapt and command maximum line pressure, Proceed to fail case 2.2</p> <p><u>Fail case 2.2:</u> Fail time >= 12.5 seconds, Freeze adapt and command TCC "off" for time >= 2 seconds, Proceed to fail case 2.3</p> <p><u>Fail case 2.3:</u> Fail time >= 15 seconds, Set fail case 2 complete flag = TRUE</p> | B |

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|---|--------------|--|---|--|---|----------|
| Shift Solenoid A Electrical (1-2 Shift Solenoid) | P0973 | 0V to 12V This DTC detects a continuous open or ground short in the SSA circuit or the SSA solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | B |
| Shift Solenoid A Electrical (1-2 Shift Solenoid) | P0974 | 0V to 12V This DTC detects a continuous short to power in the SSA circuit or the SSA solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | B |
| Shift Solenoid B Electrical (2-3 Shift Solenoid) | P0976 | 0V to 12V This DTC detects a continuous open or ground short in the SSB circuit or the SSB solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | A |
| Shift Solenoid B Electrical (2-3 Shift Solenoid) | P0977 | 0V to 12V This DTC detects a continuous short to power in the SSB circuit or the SSB solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | A |
| PSA Circuit Malfunction – PSA indcates an illegal range value | P1810 | 0V to 12V This DTC detects an invalid state of the PSA sensor or the PSA circuit by deciphering the PSA inputs. | PSA range = illegal value | Common ignition voltage enable,Common engine speed enable, Power Take Off (PTO) is not active, No PSA P1810 DTC | 60 seconds Continuous | B |
| PSA Start in Wrong Range | P1815 | 0V to 12V This DTC detects an invalid state of the PSA sensor or the PSA circuit by deciphering the PSA inputs. | PSA indicates D2 (ONLY) before and after Engine Start-up (625 RPM) | System Voltage is between 8.0 & 18.0 No VSS DTC's Engine Speed Transition: Below 50 RPM for => 1.0 sec. then, between 50 and 610 RPM > 0.075 sec. then => 625 RPM. (RPM must remain above the 625 RPM cal) Output Speed <= 250 RPM | 7.0seconds Continuous | B |

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|--|--------------|---|--|--|---|----------|
| PSA Circuit Malfunction – PSA indicates P/N with drive gear ratio | P1816 | 0V to 12V This DTC detects an invalid state of the PSA sensor or the PSA circuit by deciphering the PSA inputs. | PSA range = P/N And 2.52 >= gear ratio >= 2.42 or 1.52 >= gear ratio >= 1.44 or 1.02 >= gear ratio >= 0.98 or 0.78 >= gear ratio >= 0.727 NOTE: Ratio is measured NI/NO | Common ignition voltage enable, Common engine speed enable, Power Take Off (PTO) is not active, Throttle position valid from ECM, Engine torque valid from ECM, No ISS P0716, P0717 DTC's, No OSS P0722, P0723 DTC's, No P0973, P0974, P0976, P0977 DTCs, No P0751, P0752, P0756, P0757 DTCs, No P1810, P1815, P1816, or P1818 DTCs, Transmission output speed >= 350 RPM, Throttle position => 10%, 108 Nm <= engine torque <= 881 Nm | 12.75 seconds Continuous | B |
| TCC PWM Solenoid Electrical | P2764 | 0V to 12V This DTC detects a continuous open or ground short in TCC PWM circuit or the TCC PWM solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | B |
| TCC PWM Solenoid Electrical | P2763 | 0V to 12V This DTC detects a continuous short to power in the TCC PWM circuit or the TCC PWM solenoid. | Hardware detects output state is invalid | Common ignition voltage enable, Comon engine speed enable, | 43 out of 50 counts. Continuous | B |
| TCC Enable Solenoid Circuit Low Voltage Short to Ground or Open | P2769 | 0V to 12V This DTC detects a continuous open or short to ground in the TCC Enable Solenoid circuit or the TCC Enable Solenoid. | Output State is invalid | Engine RPM between 475 & 6200 for 5 sec. System Voltage is between 8 & 18 Vehicle Speed less than 200 KPH | 43 out of 50 counts. Continuous | B |
| TCC Enable Solenoid Circuit High Voltage Short to 12 Volts (Sol with very low res) | P2770 | 0V to 12V This DTC detects a continuous short to battery in the TCC Enable Solenoid circuit or the TCC Enable Solenoid. | Output State is invalid | Engine RPM between 475 & 6200 for 5 sec. System Voltage is between 8 & 18 Vehicle Speed less than 200 KPH | 43 out of 50 counts. Continuous | B |

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|--|--------------|--|--|--|---|----------|
| Four Wheel Drive Low - Switch Input Malfunction Fail Case 2: Switch Stuck On. | P2771 | This DTC detects the continuous short to ground in the Four Wheel Drive Low Switch Circuit | 4WD Lo Switch indicates ON and Measured Transfer Case Ratio $\Rightarrow 0.95$ and ≤ 1.05 in any one gear. Measured Transfer case ratio = NI / NO / commanded gear ratio | Same as Fail Case 1 | $\Rightarrow 5.0$ seconds in any one gear. (Usually 4th gear) 2 Fail Counts | B |
| Power down copy of NVM to RAM | P1621 | This DTC detects an error in the RAM copy of NVM @ power down | Checksum calculation algorithm of NVM copy | Ignition is On | Continuous | A |
| CAN Bus Error ECU | U2105 | This DTC detects a communication problem between the TCM and ECU | No valid ECU CAN message for 2.0 seconds | Common ignition voltage enable | Continuous | B |
| | | | | | | |

NOTE:

- ABOVE 25 MPH and 0.5% TPS the Brake Switch Input is NOT used. (Driver will notice: in 4th with TCC On - Tap Brake pedal and TCC Will NOT TURN OFF.. THIS IS **NORMAL** FOR 1998-2003 PCM- DIESELS. This action allows the brake switch and circuit to become a NON-OBD-II component.)
- All Diagnostics are disabled with Power Take Off (PTO) active.
- P0724 Will not pass
- TPS DTC's are NOT monitored. If a TPS/APP does set, it does not inhibit any transmission diagnostics from running.
- No ECT DTC's (Engine Coolant) P0117, P0118 No MAP DTC's = P0106, P0107, P0108

CLASS 2 Override Abort Calibrations

| Function | Calibration |
|---|--|
| Max Engine Speed for overall overrides | 3200 RPM |
| Max KPH for Solenoid override | 100 KPH |
| Max 2-1 downshift request | 40 KPH |
| Max 3-2 downshift request | 60 KPH |
| Max Engine Speed for Force Motor Override | 2500 RPM (Actual is 1/2 this value on the vehicle) |
| Min Force Motor AMP override | 0.0 AMPS |
| Max Force Motor AMP override | 1.1 AMPS |
| TCC Commanded Off Time Override | 300 sec. |

System Voltage Malfunction

| Logic | MODIFICATION / ACTION | DRIVER MAY HAVE COMMENT/COMPLAINT | Requirement |
|---|--|---|---|
| <p>SYSTEM VOLTAGE OUT OF RANGE.</p> <p>8.0 volts < ignition voltage < 18.0 volts for time >= 10.0 seconds</p> <p>ignition voltage <= 8.0 volts or ignition voltage >= 18.0 volts for time >= 10.0 seconds</p> <p>Unrelated to the P0562 and/or P0563 System Voltage DTC's</p> | <p>Normal transmission control</p> <p>Inhibit pressure control solenoid, Inhibit TCC solenoid, soft land to 2nd, freeze adapts</p> | <p>Transmission will not shift. (Customer may comment of one gear only) (The controller should have a P0562 or P0563 stored in history)</p> | <p>Protection of Transmission Solenoids</p> |